

S-CURVE PROJECT HISTORY

Project Overview: The project will provide for the reconstruction and realignment of Interstate 59 from 16th Avenue to 4th Avenue in Laurel. The project is needed to upgrade this section of Interstate 59 to current interstate standards by eliminating the S-Curve and improving other geometrics, including vertical alignments and bridge widths.



1955

Construction began on relocated U.S. Highway 11 through Laurel. This project included earthwork and bridge construction.

1956

The Federal-Aid Highway Act of 1956 provided a means of funding for the planned Interstate system. U.S. Highway 11 in Laurel, already under construction, was redesignated as Interstate 59.

1960

Paving on Interstate 59 through Laurel began. The project was completed in 1961.

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1986

The environmental study began for a project to upgrade Interstate 59 through Laurel. A location committee, consisting of MDOT and FHWA representatives, met on January 9, 1986 to review the project and develop alternatives.

1988

The Environmental Assessment was completed. The result of the study was a plan to relocate Interstate 59 through the Laurel Housing units on Beacon Street to straighten out the alignment.

On April 11, 1988, FHWA issued a Finding of No Significant Impact (FONSI).

1989

Negotiations began between the Housing Authority of Laurel, Department of Housing and Urban Development and MDOT for acquisition of 72 housing units.

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1990

Engineering consultant firm was hired to develop construction plans for the highway.

1992

The cooperative agreement between the Housing Authority of Laurel, Department of Housing and Urban Development and MDOT was executed. MDOT could now proceed with implementation of the replacement housing procedures.

1995

A public meeting was held on December 14, 1995 to discuss replacement housing solutions for the 72 Laurel Housing Authority units.

MDOT hired an architectural consultant to begin developing plans for the new housing units.

1998

Property was acquired for the relocation of the Laurel Housing Authority housing units.

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A vertical strip on the left side of the page features a stylized topographic map. It shows various shades of gray and white representing different elevations and terrain features, with a prominent S-curve shape. The map is partially obscured by a vertical line.

2002

Construction began on the new housing units.

2003

Since the construction plans for the project were designed using 1980's traffic data, MDOT hired an engineering consulting firm to re-evaluate the design using current traffic data. The consultant's recommendation was to redesign the southbound loop from the south side of Beacon Street to the north side.

2004

The survey for the project was updated. The new survey was done on the State Plane Coordinate system.

A Public Hearing was held on July 27, 2004, providing the public the opportunity to view the revised loop design at Beacon Street. Requests were made at the Public Hearing to extend Royal Street from it's existing intersection with Beacon Street over to Jefferson Street near the existing emergency entrance to the hospital.

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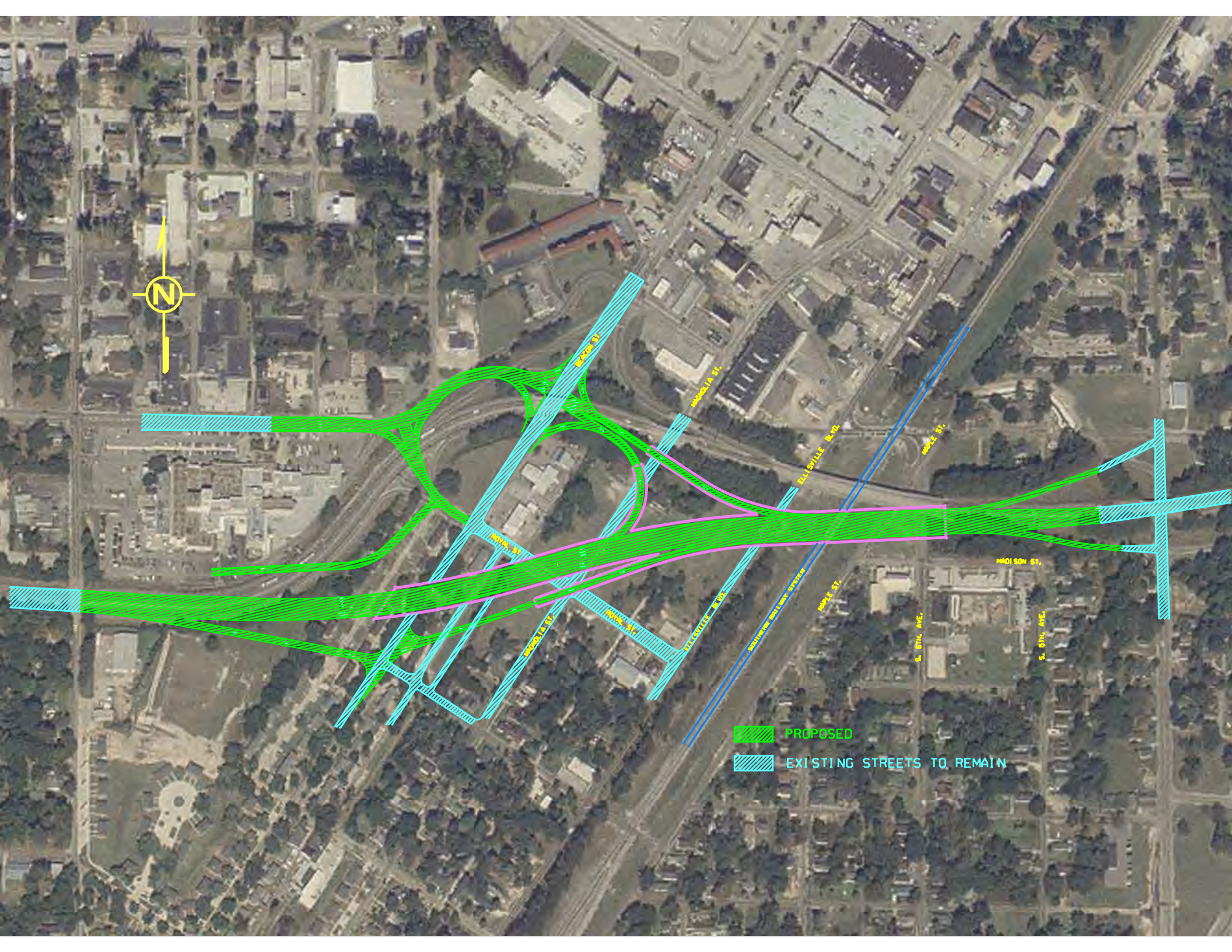
2005

MDOT hired an engineering consultant to modify the construction plans by redesigning the Beacon Street loop and incorporating other design elements requested at the Public Hearing. The existing emergency entrance to the hospital would be closed because of the new intersection of Jefferson Street and Royal Street. The emergency entrance will be relocated to connect to the new Royal Street extension.

Due to lack of funding, the project could not have been let to contract any sooner than 2008. However, on October 19, 2005, the City of Laurel utilized MDOT's H.E.L.P. program (Highway Enhancement through Local Partnerships) to secure 32 million dollars to advance fund the construction project.

2006

The construction project was let to contract on June 27, 2006.



- PROPOSED
- EXISTING STREETS TO REMAIN